

LIVING WELL CARED FOR, DEAD ARE GONE

Total Number Who Perished Will Never Be Exactly Known But is Over One Thousand Six Hundred.

NEW YORK, April 19.—The living are cared for, and the dead are beyond recall. The survivors of the Titanic disaster were able for the first time today to see in a calmer retrospect Monday's tragedy from their more normal utterance there is slowly unfolding the full story of how the great liner, with band playing to the last sank off Grand Banks with more than 1500 souls aboard. From the Countess Rutes who chartered the Lux hotel to the four Chinese coolies who escaped by hiding in the boats all the 705 have been provided with food and clothing and many are on their way to their homes.

Even after all has been told, the death list remains approximate. Tonight the total is increased as the White Star office issued a statement placing the loss at 1635. Exactly how many died will never be known. It has been established officially that the Titanic was traveling 21 knots an hour when she struck. Notwithstanding this, none of the survivors have yet condemned Captain Smith. The rate of speed was brought out of the lips of Ismay, president of the International Mercantile marine, who were owners of the ship, by the Senate investigating committee.

Nervous but with no tears, as was Captain Rosteron of the Carpathia, who followed, Ismay told in whispers of his escape from the sinking liner from the time he was pushed away in a boat with the women until he found him clad in pajamas aboard the Carpathia. He was not sure what boat he left in nor how long he remained on the liner after she struck. He added, however, that before he entered the

boat, he had been told there were no more women on deck and denied he had been censuring the messages of the Carpathia.

Interest, second only to the tales of the survivors, centered in Ismay's recital. In Washington, Rayner of Maryland, bitterly arraigned him and expressed the hope this country could rely on British justice "to bring to bay the guilty directorate of the company."

From Washington also came the opinion of expert hydrographers that no blame should attach to Captain Smith, because by an analysis of the ocean charts it was shown the skipper was warned of the presence of icebergs to steer the Titanic fully sixty miles southward of her regular course.

In prevention of similar disasters, the hydrographic office of New York issued tonight an order shifting the Lanes liner 180 miles southward of the path which the Titanic followed. The captain, it would appear from the consensus of the narratives, went down with the ship. Several passengers say the first officer was murdered or shot himself in the head before the ship sank.

The Captain's Fate.

NEW YORK, April 19.—Seaman Hogg told tonight of the fate of Captain Smith, who says as the Titanic sank a big wave washed him over the side and he landed on a raft carrying thirty-five persons. "The next moment I saw Captain Smith in the water alongside of those. 'Skipper,' I yelled, 'give him a hand.' Then I did, but he shook himself free and shouted, 'Good-bye, boys, I'm going to follow the ship.' That was the last we saw of the Skipper."

LIGHTHOLDER'S GRAPHICAL STORY OF FATAL MORNING

By Associated Press.

NEW YORK, April 19.—Second Officer Lightholder, told the Senate committee a graphic story of how he supervised the lowering of six boats on the portside, carrying out the captain's orders of women first. The operation took twenty minutes. The boat deck was 70 feet above the water, when he started. As the last was lowered, only ten feet separated the water from the top of the deck.

"When did you leave the ship?" asked Chairman Smith.

"I didn't leave, it left me," he said. "When the ship dived, I dived with it."

The suction drew him down against the blower. After he was under the water some time, some terrific force, probably the boiler exploded, blew him to the top of the water. He grasped a wooden grate nearby and swam to an overturned collapsible raft, where he was later joined by Colonel Gracie, and some thirty others.

He told in detail of the towing of the boats, and declared a number of women refused to leave their husbands. Lightholder said he had been on watch until 10 o'clock when he was relieved by First Officer Murdoch. At the time they talked about the icebergs being reported and agreed they would reach the reported longitude about an hour later. At that time he could see a great distance and no ice was in sight.

The next time he saw Murdoch, the latter was working over the last lifeboat as the ship went down. When he last saw Captain Smith he was walking across the bridge. He declared that at the time the ship struck it was making 21 to 21½ knots per hour. He said, despite the reported icebergs no additional lookouts had been placed.

Lightholder, followed Marconi, who testified that the poor wireless equipment of the Carpathia, was due

to the fact that the small liners carry but one operator. After Lightholder concluded, adjournment was taken at 8:30 this evening.

NEW YORK, April 19.—There were empty seats in the boat which carried away Mrs. Henry B. Harris, and Mrs. Emil Taussig, the latter's daughter, but Harris and Taussig were threatened with revolvers on an attempt to get in, according to the story of Mrs. Taussig. When last seen Harris, the well known theatrical manager, and Taussig were standing on the deck waving their hands.

Mrs. Fortune of Winnipeg, told how she and her three daughters were rescued after being separated from her husband and son Charles. They were put in the boat which among others were the Chinamen, and a man dressed in woman's clothing. Of all the occupants only one stoker could row, and her daughters took turns at the oars. The women did not realize the ship was in danger and did not even say good-bye to Mr. Fortune and her son as they parted.

WILL TEST THREE PROPOSITIONS AT ONE TIME

(From Thursday's Daily.)

That the Agua Fria valley lying in the vicinity of Yaeger Siding on the Prescott and Eastern railroad, is soon to undergo an extensive system of exploitation for determining either an oil flow, artesian water or the existence of placer mining ground, was given publicity yesterday, when Joe Bold, Daniel McCarthy, James Stephens and T. E. Dodge acquired ownership of the fourteen locations filed upon last week. The area of the land taken over is 2200 acres, and a point will be selected on which initial boring will be conducted, probably near the railroad and at Yaeger. This will be the first practical effort ever made to make determinations for the combined purposes.

HEROIC DEEDS RECOUNTED BY SAVED

WASHINGTON, April 19.—A graphic story of the heroism of Major Butt, was told in an interview by the Star correspondent in New York with Miss Mary Young, a former instructor of the Roosevelt children, and an old friend of Butt. She said:

"The last person to whom I spoke on board the Titanic was Archibald Butt and his good, brave face smiling at me from the deck was the last that could be distinguished as the boat pulled from the steamer's side. Archie himself put me into the life boat and wrapped the blankets about me and tucked me in as carefully as if starting on a motor ride. When he had carefully wrapped me up, he stepped out of the boat and smiled down at me, lifting his hat, he said: 'Good-bye, Miss Young, luck is with you, will you kindly remember me to all the folks back home?' Then he stepped on the deck of the steamer. Our boat the last one to leave the ship, was lowered into the water. As the boat was lowered Archie was still standing by the rail looking down at me. His hat was raised, and the genial, brave smile was on his face. The picture he made as he stood there, hat in hand, brave and smiling, will always linger in my memory."

President Taft in a statement showing his high regard, friendship, and love for Major Butt, expressed the belief that he had died as a man should die in the face of such a disaster. Tributes to Butt continued to pour into the White House. Senator Tillman said: "He was one of God Almighty's gentlemen."

Astor's Heroism.

NEW YORK, April 19.—A fine act of heroism by John Jacob Astor was told by George A. Hardy, of Brooklyn: "When Col. Astor assisted, carefully his wife and maid into the life boat, he tried to put in a boy, but the sailors refused to let him, saying there was room only for girl children. Astor then picked up a woman's hat from the deck and placed it on the boy's head, and brought him back to the boat. He said: 'Here, little girl, climb in and the officers of the ship let the boy through. As the boat left Astor stood on the deck waving good-bye.'"

VERDE VALLEY ROAD NEARS COMPLETION

(From Friday's Daily.)

So satisfactory has been the progress of work in building the new railroad from Cedar Glade to the Verde Valley, it is expected that the grade will be completed to the site of the United Verde smelters by the first of August, was the statement made yesterday at the offices in this city of the L. J. Smith Construction company, which firm has the contract.

Practically speaking all the heavy excavation has been covered, and with the completion of the big tunnel and the laying of the long steel bridge, the latter being ready on June 1 and the former by the middle of June, the difficult construction will be passed over. Tracklaying yesterday had reached a point thirteen miles out, and by the first of May will be extended to the 17 mile post. The nearest camp to Cedar Glade is 15 miles, and this will be broken up in a few days after light work is cleared.

In consequence of energetic work the contract will be finished over two months ahead of the time originally outlined. For the past three days high water in the Verde has interfered with bringing in supplies, otherwise no difficulties have been experienced. Trains are expected to be running into the Verde valley by the first of September.

GEORGE KENDALL MET PAINFUL ACCIDENT

(From Thursday's Daily.)

George Kendall arrived from the Placitas country yesterday on mining business, and while coming over the old Walnut Grove trail met with a painful accident traveling on horseback down the trail leading into the Hassayampa river. His horse lost its footing in the snow, throwing him against a boulder, bruising his face and cutting a gash in his thigh over three inches long and an inch deep. He is receiving medical attention and it will be a week before he will be able to return.

Col. Gracie Tells Sad Story of the Titanic

(Continued from Page Two.)

the port side. This became so dangerous that the second officer ordered everyone to rush starboard. This we did and found the crew trying to get a boat off that quarter. Here I saw the last of John B. Thayer and George B. Widner, of Philadelphia."

One of the last women seen by Gracie was Miss Evans, of New York, who virtually refused to be lowered because she had been told by a fortune teller in London she would meet her death in the water.

Despite previous warnings of the iceberg, Gracie said, no slowing down of speed was ordered by the commander of the Titanic. In the last day's run the ship made 546 miles, and we were told that the next 24 hours would see even a better record, if possible. The cold weather gave a plain warning of the icebergs and the officers had been advised by wireless of the presence of the bergs and dangerous flocks in that vicinity.

Gracie saw C. M. Hayes, president of the Grand Trunk railroad; George Widener and J. B. Thayer, before the ship sunk, he also helped Col. Astor put his bride in the boat. All were lost. Practically every woman and child except those who remained voluntarily were rescued.

The survivors interviewed agreed that there was no panic, that all the women were placed in boats first. Col. Archibald Gracie, the last man saved, went down with the vessel but was picked up. He praised the behavior of the passengers and crew and paid a high tribute to the heroism of the women passengers. He said Mrs. Isador Strauss went to death because she would not desert her husband although he pleaded with her to take her place in the boat.

Mrs. Astor Talks.

NEW YORK, April 18.—While she was utterly exhausted Mrs. Astor is declared tonight to be in no danger whatever. She told the members of her family what she could recall of the disaster, but as to how her husband met death she had no definite conception. She said the men did not seem anxious to enter the boats as there was room for fifteen more in the boat she was in.

LION HUNTER HAS THRILLING COMBAT

(From Thursday's Daily.)

George Ainsworth, of Walnut Creek, is well qualified to claim the belt as the champion lion fighter in the state, from a conflict that occurred last week in the Juniper range of mountains, in a hand to hand fight that was attended with danger to the man, and which resulted in the wounding of his horse and the killing of his trained dog. Accounts of this episode were obtained yesterday from arrivals from Walnut Creek, together with the receipt of the hide of the lion by Joe Drew.

At the time Mr. Ainsworth was attacked he was riding along in the snow about twelve inches deep, and in passing under a tree the lion jumped from a limb onto his horse, alighting just behind the saddle. In its plunge the lion threw its claws into the flesh of the horse making several wounds.

Realizing his perilous position, Mr. Ainsworth jumped from the saddle with his Winchester in hand, and commenced firing. At this time the dog attacked the lion, and it was an extremely difficult matter for him to continue shooting under these circumstances, fearing that a bullet would reach the dog that he valued highly. In about fifteen minutes afterward, however, a bullet found the vital spot and the lion fell dead. The dog was found to be badly wounded and later died.

Mr. Ainsworth is an experienced lion hunter, and attributes the attack made on him to the fact that the lion was hungry, and had been unable for the past ten days to get anything to eat from the deep snows that had been falling. He also states that this was the first time he had ever known a lion to adopt the methods it did by attacking a horse and rider from a tree.

The pelt received yesterday was pronounced by Mr. Drew as of the blue type, and the age as over ten years. This breed of the cougar is said to be the heaviest and most dangerous, and when hungry will attack man or beast under any conditions. From tip to tip the measurement was nine and one-half feet.

Oil placer location blanks—the only kind with which to make valid locations—on sale at the Journal-Miner office.

WILLIAMS PEOPLE SEEK RECOGNITION

Big Delegation to Wait on Law-Makers and Present Their Side Of the Case.

Yesterday afternoon there passed through Prescott a delegation of fifty citizens of Williams, all bound for the capital city on a mission of having Hunt county created out of certain portions of Coconino county. The party traveled in a special car, and today will appear before the legislature to present their claims in a formal manner, when the bill comes up for consideration. This movement is started according to statements made yesterday by many members of the delegation on the grounds of local benefits that will ensue.

Reports in circulation that Yavapai was to be invaded and sliced off in the north, was denied, and the intention is to confine the limits of the new county to Coconino county.

CITIZENSHIP PAPERS OBTAINABLE HERE

(From Wednesday's Daily.)

It will be learned with satisfaction by the many foreign residents of this county that the perplexing and indefinite situation in which they have been placed to secure citizenship papers, has been solved under advice received from Washington, was the announcement made yesterday by Judge F. O. Smith of the superior court of this county. Naturalization blanks have been received by Clerk P. J. Farley, and those desiring to become citizens are requested to apply to that official.

Under federal instructions received, the department of Naturalization at Washington has requested that all naturalization applications be heard on the first Thursday after the first Monday in August of this year, in this court, which date will fall on August 8. Acting on this authority there were filed in the past two days the applications of the following:

Allen John Richardson, a subject of Great Britain.
Robert Miller, a subject of Germany.
Rhinehart Neiderer, a subject of Switzerland.
Anton Schneider, a subject of Germany.
Richard H. K. Muhsfeld, a subject of Germany.
John Wershay, a subject of Austria.
Anton J. Zonitsch, a subject of Hungary.
Adam Schlott, a subject of Germany.

At the time of the admission of Arizona to statehood, the total registration in the clerk of the court's office in this district, for application to citizenship, was over fifty. After the federal court was created and further citizenship business centered in the capital city, it was found impracticable for those in this county to have their citizenship legally considered for the reason that the inconvenience to reach Phoenix, together with the cost of paying the expenses of two witnesses required to comply with the law, was a burden none of the applicants wished to face.

Accordingly, all applications from this county were dismissed at the first term of the federal court in Phoenix. The order received a few days ago by Judge Smith obviates any further trouble to those residing in this county, and they may apply for blanks and instructions here. Under the naturalization laws no petition for citizenship can be granted within thirty days of any ensuing election, consequently this will be the last opportunity for any in the naturalization class to vote at the coming election.

VERMONT Y. M. C. A.

ST. JOHNSBURY, Vt., April 19.—Many delegates gathered here today for the forty-first annual convention of the Vermont Y. M. C. A. The convention will last three days and will have as speakers Governor Mead, President Benton of the University of Vermont and several prominent workers of the international organization.

solely. The bill that will be presented shows that the boundary line of Hunt county will extend as far east of Williams, as Bellemont, 22 miles distant, and will include all of the Grand Canyon of the Colorado, lying to the north, Williams to be the county seat. Otherwise the new county will remain as at present constituted west of the eastern line.

Among those of the party were Martin Bugglin, G. W. Matthews, C. E. Boyce, Frank L. Moore, Wm. McCoy, Patrick Crowe, John Hill, Richard Hopkins, Henry Kearney, George McDougall, Ole Preyts, T. F. Holden, all representative citizens. This morning another delegation of thirty-five taxpayers of the proposed new county was scheduled to pass through for Phoenix.

EIGHTH CARLOAD OF SWASTIKA ORE

Phoenix, Ariz., April 13, 1912.

Editor, Journal-Miner:
Dear Editor:—The dry farmers of Skull Valley have planted considerable acreage of fall grain, which up to the present time, is doing splendidly, and would, if properly handled, yield them a very profitable crop.

The secret of success in dry farming is the conservation and later the proper use of the natural precipitation. It appears to me that it is rather poor policy for the farmer to plow well his farm and go through the other operations in conserving and catching the moisture, and then allow it at the last end of the race, so to speak, to be dissipated in the atmosphere, and lost without passing through the system of the plant.

A great number of the Skull Valley farmers have plowed their land and conserved the moisture to a high degree, and as a result their crops look extremely promising. Those same farmers, however, will lose their crops by the pernicious practice which I notice is prevalent of pasturing their grain. In most cases the grain was too thick. This, of course, is a grievous error on the part of the dry farmer, but not so grievous as pasturing. It is not what the stock eat, nor the damage done to the grain itself, that is so demoralizing to the final results, but it is the loss of the soil moisture. The stock tramp and pack the soil and thus prevent any rain that falls from entering the soil, to any great depth. The packing from the tramping of the stock establishes the capillary tubes so completely with the surface that all the water that has been conserved from the previous summer rains and the winter precipitation is lost by evaporation. This practice of pasturing grain can be advised in countries where the precipitation is above 25 inches annually, but in Skull Valley, where the precipitation is not more than 14 inches, it will inevitably result in crop failure.

If, instead of stock being seen on these fields at this season of the year, I had seen harrows dragged over the grain fields, I would not be afraid to predict the result as being successful. The harrowing will cause the grain to stool, as well as will the stock cause it to stool, but the harrow maintains the soil mulch, and thus prevents the loss of any moisture by evaporation from the surface of the field. The moisture will be used up, that is true, but it will do work in the process, by causing the plant to make growth. I would advise, under the circumstances, that wherever the pasturing has been done the farmer should immediately take the stock out and follow this procedure with a thorough going over with the spiked-toothed disk, and if it tears up a third of the grain so much the better, but the mulch must be maintained first of all. To those farmers who have not pastured, I would suggest that they harrow their fields even though the grain be twelve inches high.

These suggestions are the result of many years experience, and the farmer is taking no chances whatever if he follows them out carefully. Very truly yours,
A. M. McOMIE

Journal-Miner—High class job work